

THE ANTELOPE VALLEY ALIGNMENT

Dr. Robert H. Freilich

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Experience

- ◆ Transportation/growth management plans for over 200 cities and counties in nation
- ◆ 40 cities and counties in California including
 - San Diego
 - Los Angeles
 - Riverside
 - Monterey
 - Ventura
- ◆ State of California *Strategic Growth Plan*

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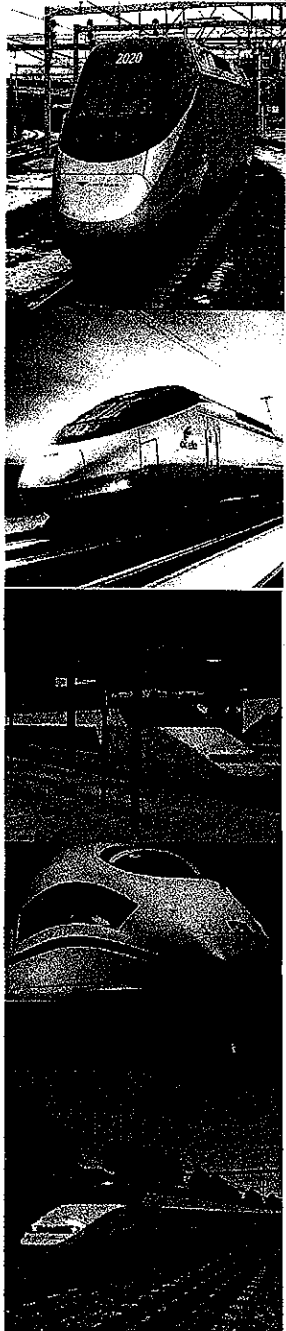
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Seven Major Crises

- ◆ Decline in existing built-up areas - city and suburbs
- ◆ Degradation of the environment
- ◆ Energy over-utilization
- ◆ Fiscal strain linked with deficiencies in inadequate public facilities and overburdened transportation facilities
- ◆ Loss of agricultural lands
- ◆ Housing affordability/density
- ◆ Public health crisis/walkability

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Sprawl Versus Smart Growth

*Smart Growth Principles should
determine the High Speed Rail
Alignment in Southern California.*

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What is Sprawl?

- ◆ A pattern of development characterized by a combination of:
 - Low population density
 - Heavy reliance on automotive travel
 - Location in areas without existing adequate public facilities and services
 - Consumption of large amounts of prime agricultural land

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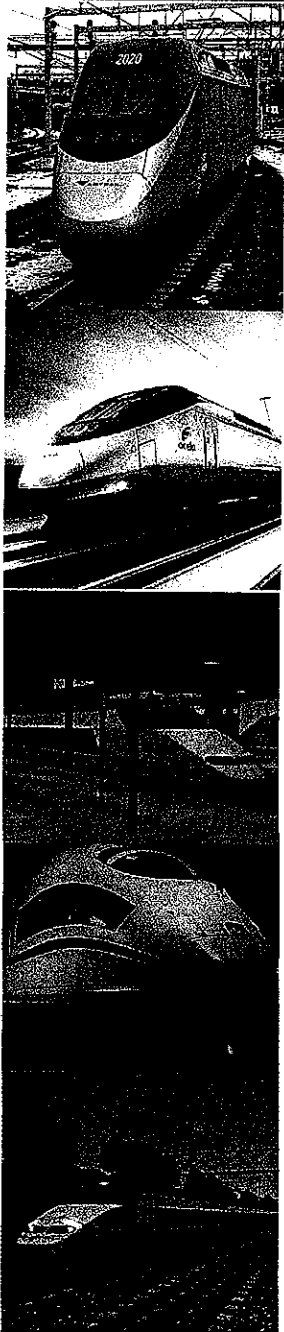
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Sprawl is a Conservative Fiscal Issue

Growth has helped fuel ... [an] unparalleled economic and population boom and has enabled millions ... to realize the enduring dream of home ownership ... but sprawl has created enormous costs... Ironically, unchecked sprawl has shifted from an engine of ... growth to a force that now threatens to inhibit growth and degrade the quality of our life.

Beyond Sprawl, 1995
Bank of America

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Relative Cost of Planned Development v. Sprawl

Facility	Sprawl	Planned Development Studies			
		Duncan	Burchell	Frank	Synthesis
Roads	100%	40%	76%	73%	75%
Schools	100%	93%	97%	99%	95%
Utilities	100%	60%	92%	66%	85%
Other	100%	102%	NA	100%	NA

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Infrastructure Deficiencies

- ◆ Infrastructure deficiencies \$4.1 trillion and rising faster than national debt
- ◆ Rising \$1.5 trillion every 5 years
- ◆ Transportation deficiencies will rise to \$3.2 trillion by 2017

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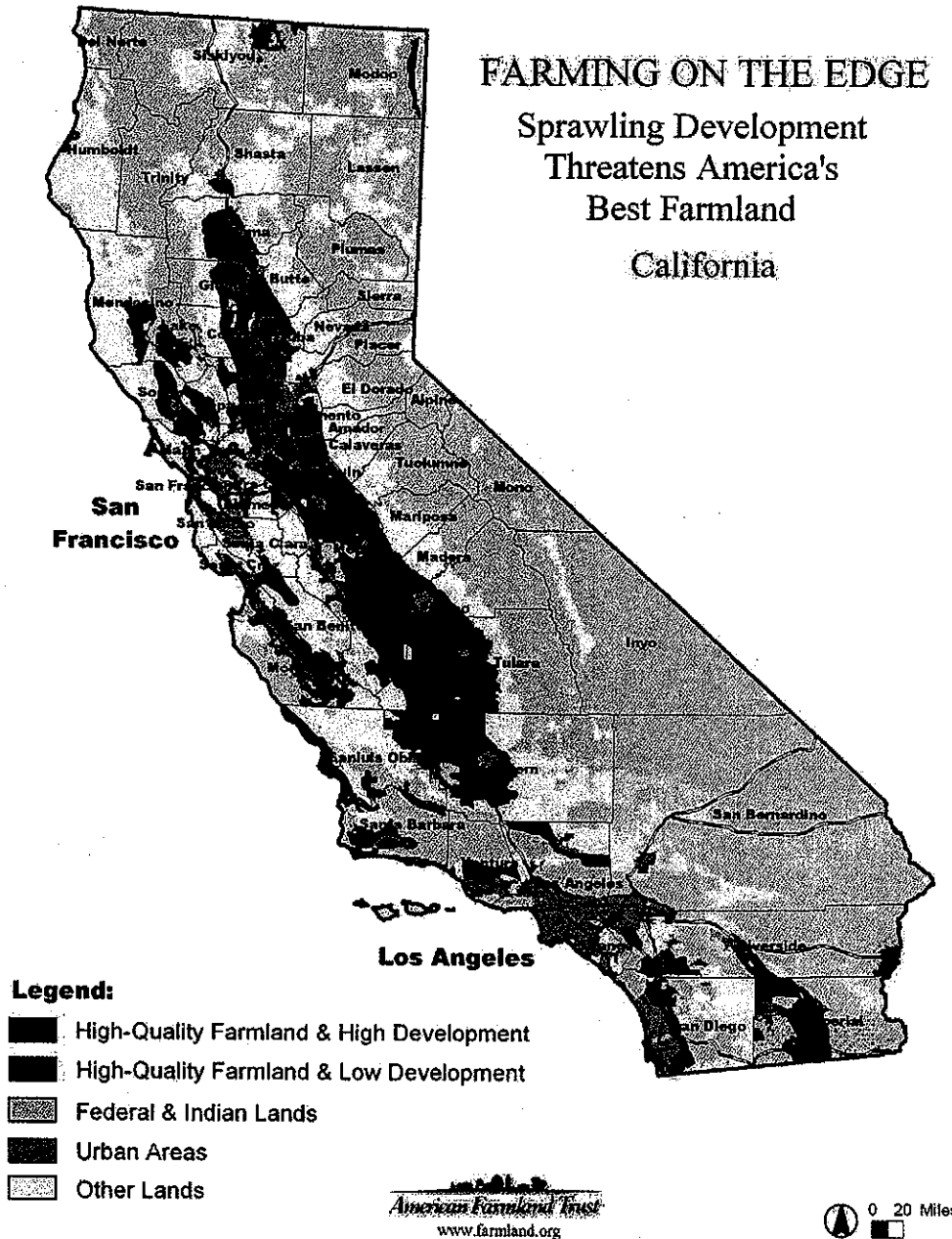
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Sprawl Impacts

- ◆ 15.2 million increase in Southern California and Central Valley (2040)
- ◆ Travel time from Bakersfield to Los Angeles declines from 2-4 hours by car to 47 minutes on high speed rail
- ◆ Travel times become shorter and less expensive than automobile trips
- ◆ Without Palmdale station will disperse growth and accelerate sprawl in Central Valley

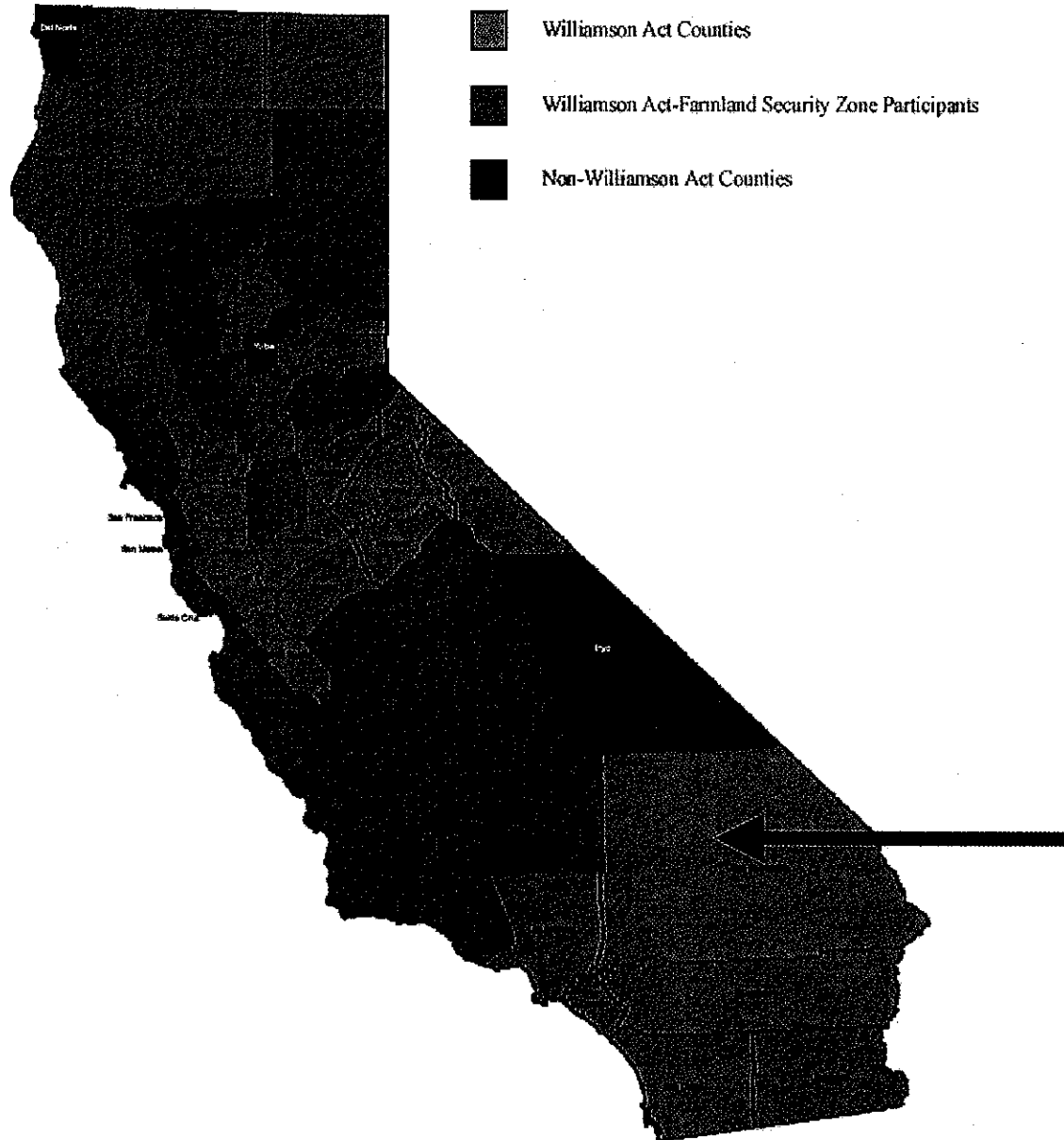
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Central Valley High-Value Agricultural Lands

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Williamson Act Farmland Security Zones

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Prevention of Sprawl

- ◆ Sufficient capacity in Antelope Valley to handle rail induced growth
 - Vacant, undeveloped land already served by water, sewer, and other public utilities
 - Existing transportation infrastructure (including arterials, transit, and airports)
- ◆ Antelope Valley Alignment
 - Avoids extending new infrastructure beyond presently served areas
 - Avoids further loss of agricultural lands, environmental resources, significant increases in trip lengths, air quality degradation, and declines in infrastructure capacity
 - Significantly reduces state and regional energy costs and trips

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Development in Antelope Valley Meets All Smart Growth Principles

- ◆ Palmdale Transportation Center under construction
- ◆ Link high speed rail to/from Palmdale Regional Airport
- ◆ Metrolink commuter rail system
- ◆ Antelope Valley regional bus system
- ◆ Joint Public-Private Long Term Leasehold and Concession Revenue to offset project costs

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Palmdale/Lancaster's Land Use Policies Support High Speed Rail

- ◆ Existing land use patterns already served
- ◆ General plan policies support Smart Growth
- ◆ Transit Village Planning Act
- ◆ Multi-use traditional new development creating walkability
- ◆ Appropriate densities for sustainable development
- ◆ Appropriate demographics and economic development and revenue

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State Policies

- ♦ State Strategic Growth Plan (1993)
 - Keeping development contiguous to existing urban areas or building new areas of development with a careful eye to the efficient delivery of services
- ♦ AB 857 (2002)
 - Infrastructure planning priorities and funding shall utilize existing infrastructure and existing developed areas and protection of agricultural land
- ♦ High-speed rail statute
 - “the high-speed train system shall be planned and constructed in a manner that minimizes urban sprawl and impacts on the natural environment”
(California Streets And Highways Code § § 2704.09)

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Regional Policies

- ♦ Southern California Association of Governments (SCAG) - COMPASS plan
 - 5th Tier
 - Satellite cities for new urban density growth
 - Palmdale & San Bernardino best promote economic development, less sprawl, and corridor centers for high density, walkability, and jobs
 - VMT will fall by 18 million daily
 - 2/3 of growth must occur outside of LA Basin to achieve federal air quality and transportation congestion standards

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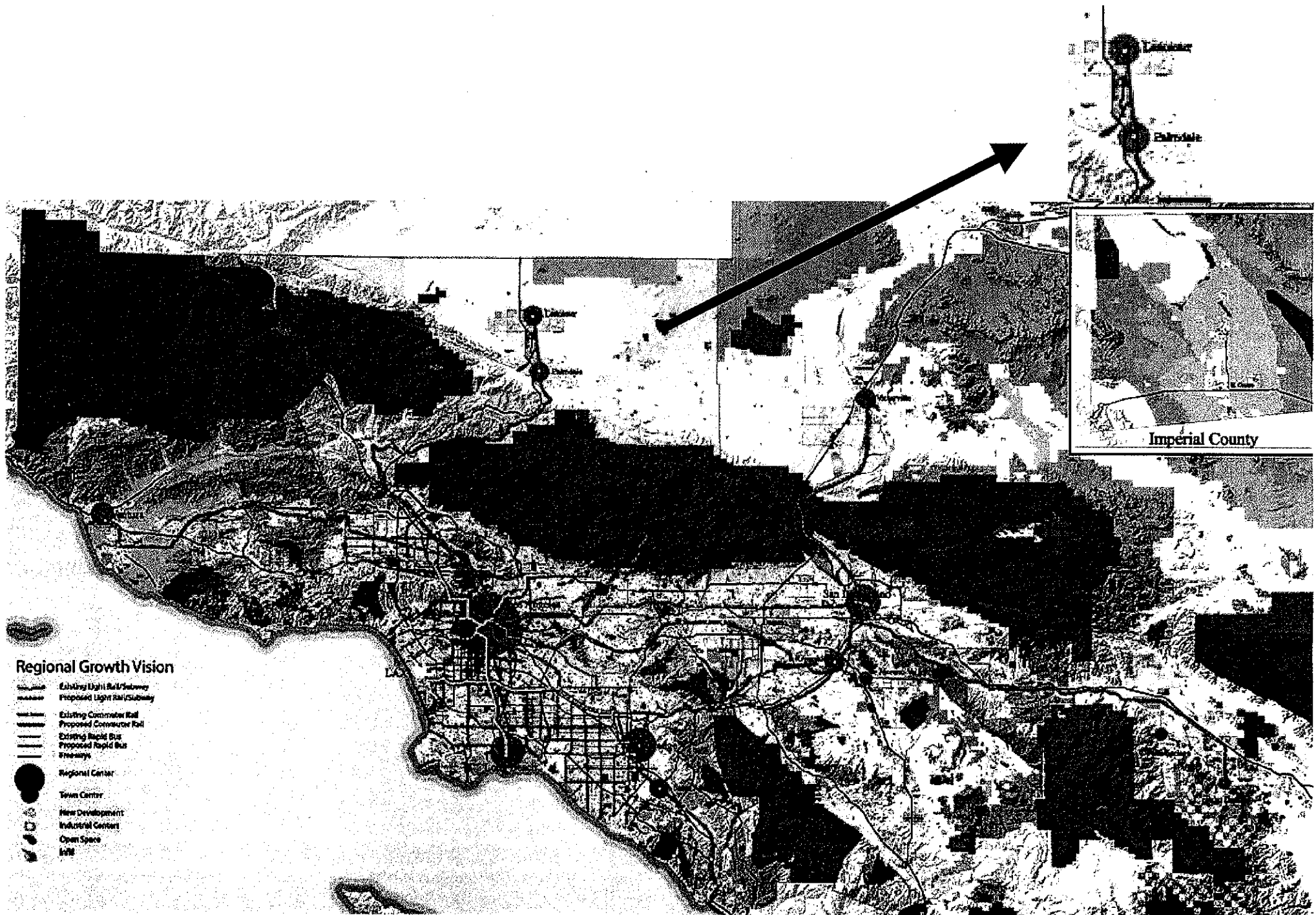
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COMPASS Alternatives Analysis

- ♦ Looked at -
 - Trends (sprawl to Central Valley)
 - All infill within LA Basin
 - Designated 5th Tier Centers (Palmdale & San Bernardino)
- ♦ Determined that maximum economic development, avoidance of sprawl, retention of agricultural land, reduction of VMT, and air quality improvement requires adoption of 5th Tier centers plan

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Findings

The Antelope Valley Alignment ...

- ◆ Embraces Smart Growth principles required by law to guide alignment
- ◆ Preserves agriculture in Central Valley
- ◆ Creates proper allocation of population impacts
- ◆ Reinforces regional infill in areas with existing infrastructure
- ◆ Station creates substantial joint public-private revenue from Mixed Use Transportation Center
- ◆ Palmdale/Lancaster's land use policies support high speed rail infrastructure

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Conclusion

- ◆ Smart growth impact
- ◆ Agricultural preservation
- ◆ Allocation of population
- ◆ Regional infill
- ◆ Regional center
- ◆ Existing land use policies

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